

West Seattle Triangle

Briefing/ Discussion

Seattle City Council
Committee on the Built Environment

September 14, 2011



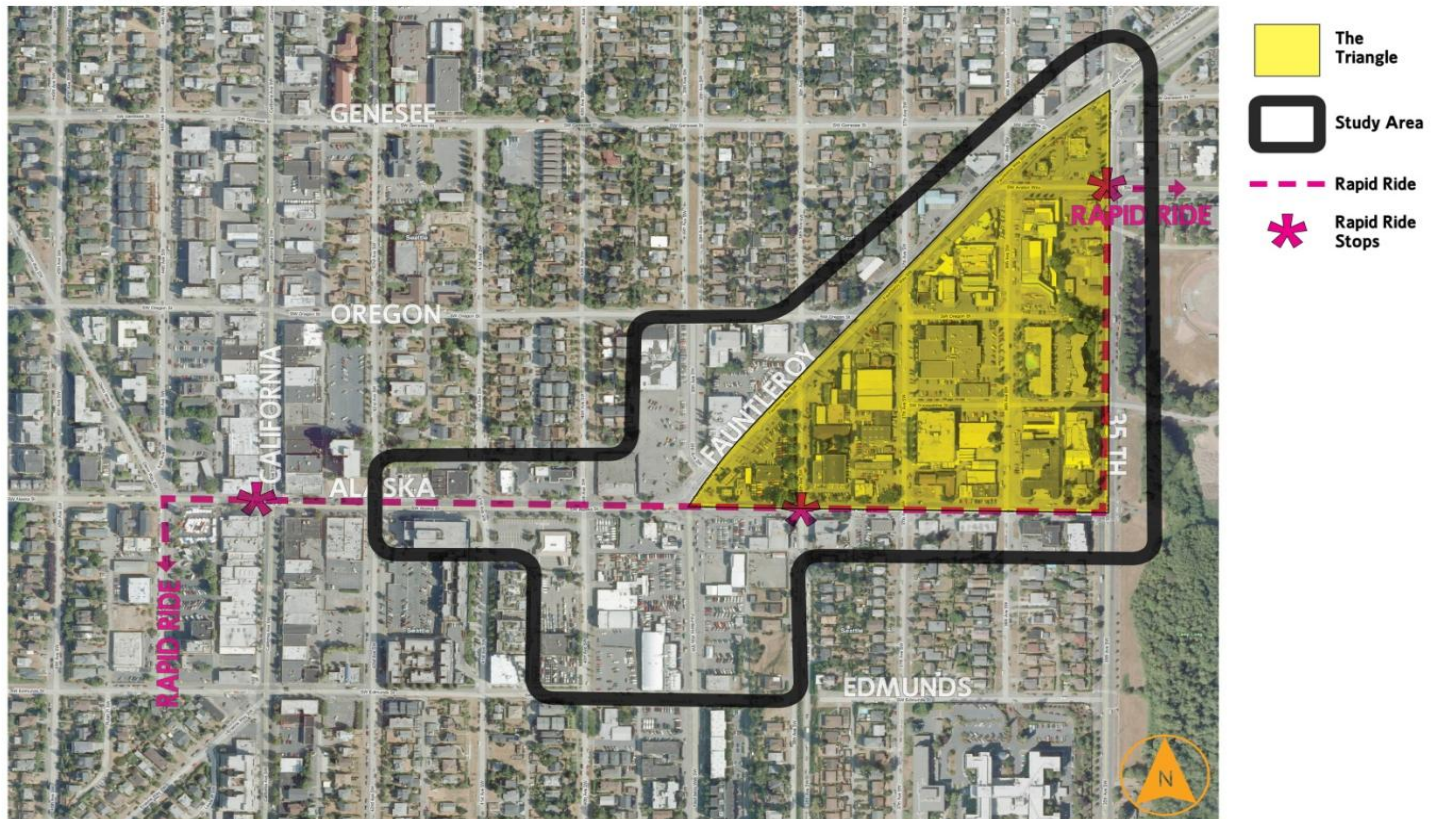
Today's Presentation

- Quick Review
- Overview of proposed Land Use Code amendments and zoning
- Discussion



West Seattle Triangle Planning Area

WEST SEATTLE TRIANGLE AREA



Long range planning public and private realms

- Streetscape Concept Plan

- Zoning
 - Land Use Code amendments
- City Council
Decisions**



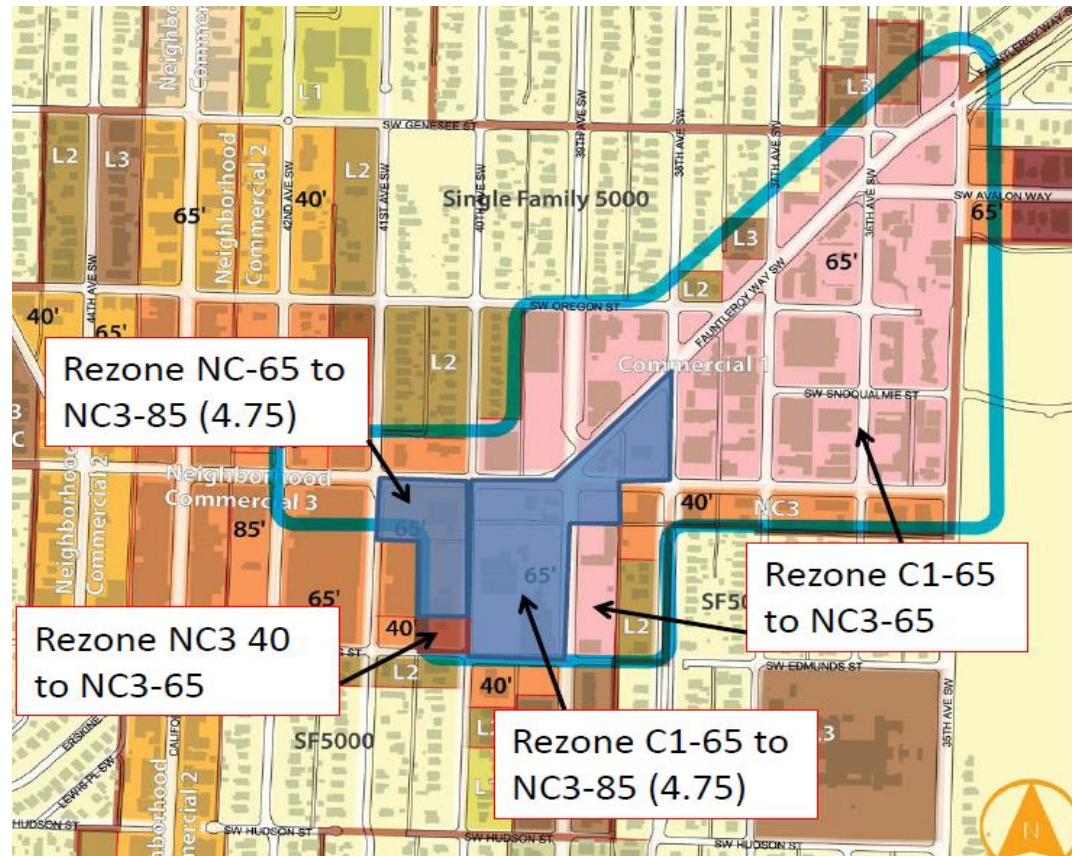
Zoning and Land Use Objectives

- Businesses thrive and expand
- New structures pedestrian-friendly
- Connect the Junction and Triangle business districts
- New development standards to mitigate bulk of structures; encourage open spaces, green features and pedestrian access; respond to neighborhood context
- Future development: flexibility, feasibility
- Retain existing height and density east of 38th Avenue SW -- small business district
- Provide transitions between higher density and lower density areas
- Resolve “split zone” lots



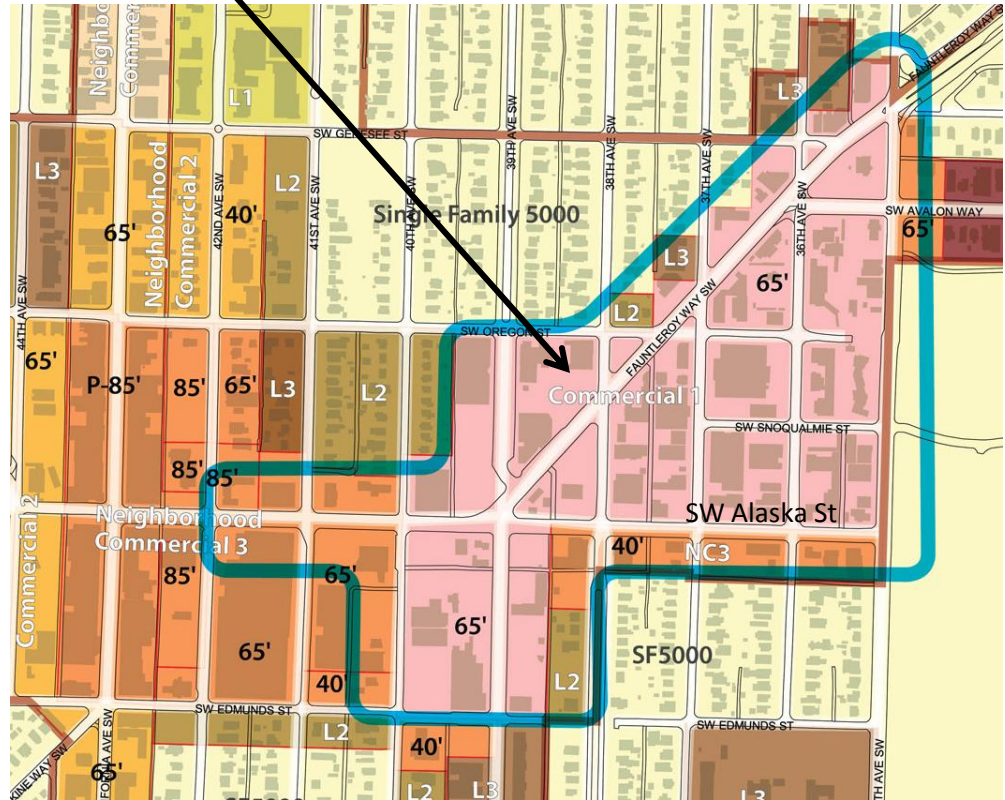
Zoning and Land Use Overview

1. Rezone from general commercial (C) to neighborhood commercial (NC)
2. Pedestrian-designation (P) along SW Alaska Street
3. Blue Area on map:
Neighborhood-specific development standards (requirements) + added height and density



1. Rezone from Generally Commercial (C) to Neighborhood Commercial (NC) (Area in Pink)

- Change in neighborhood context since 1986
- Likely new structures on some lots in the future
- No change in residential/commercial density or parking quantity
- Allows businesses to expand
- Does not dictate the market for development
- Provides design direction for street frontages consistent with the urban village location/ neighborhood plan



What's Different?



Blank walls facing the street can create isolated areas feel unsafe

C1

Allowed in C1

NC

Generally not allowed



Windows and doors near the sidewalk encourage pedestrian activity and safety through "eyes on the street"

Allowed but not encouraged

Required generally



Off-street parking: in front

Allowed in C zones

Generally not allowed in NC zones



Off-street parking: below, behind or beside creates a safer, more interesting environment for pedestrians

Not typical in C zones

Required in NC unless the arrangement is not feasible



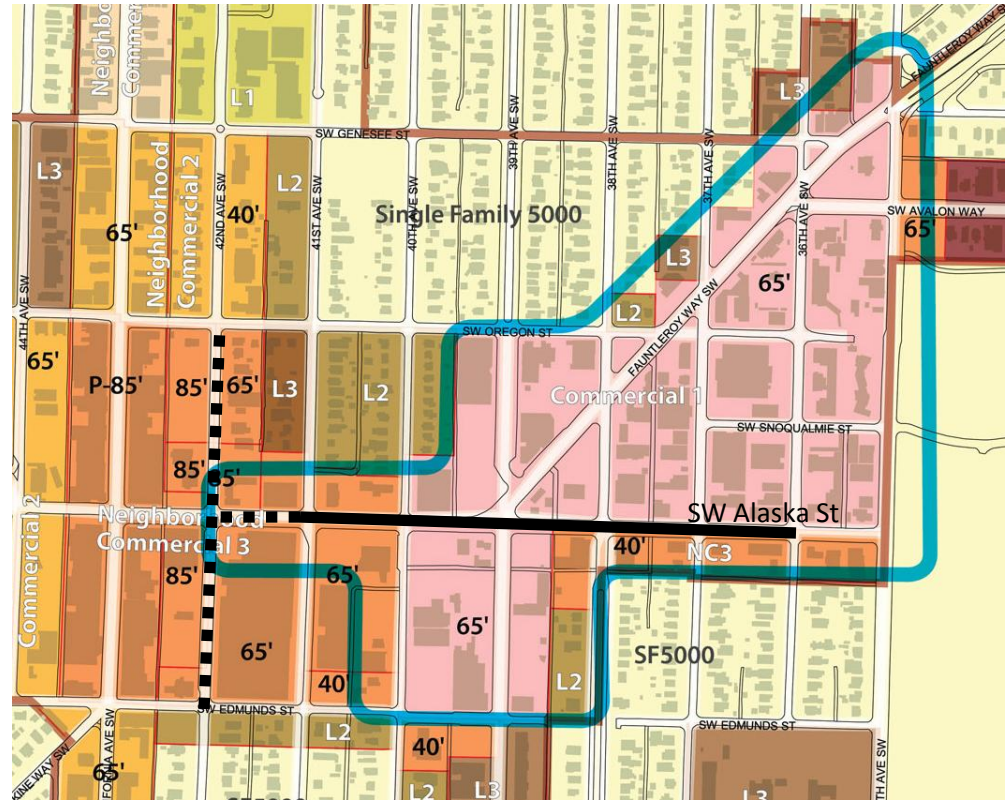
Drive in businesses

Allowed in C zones

Limited in NC zones

2. Establish a Pedestrian (P) Designation Along SW Alaska Street

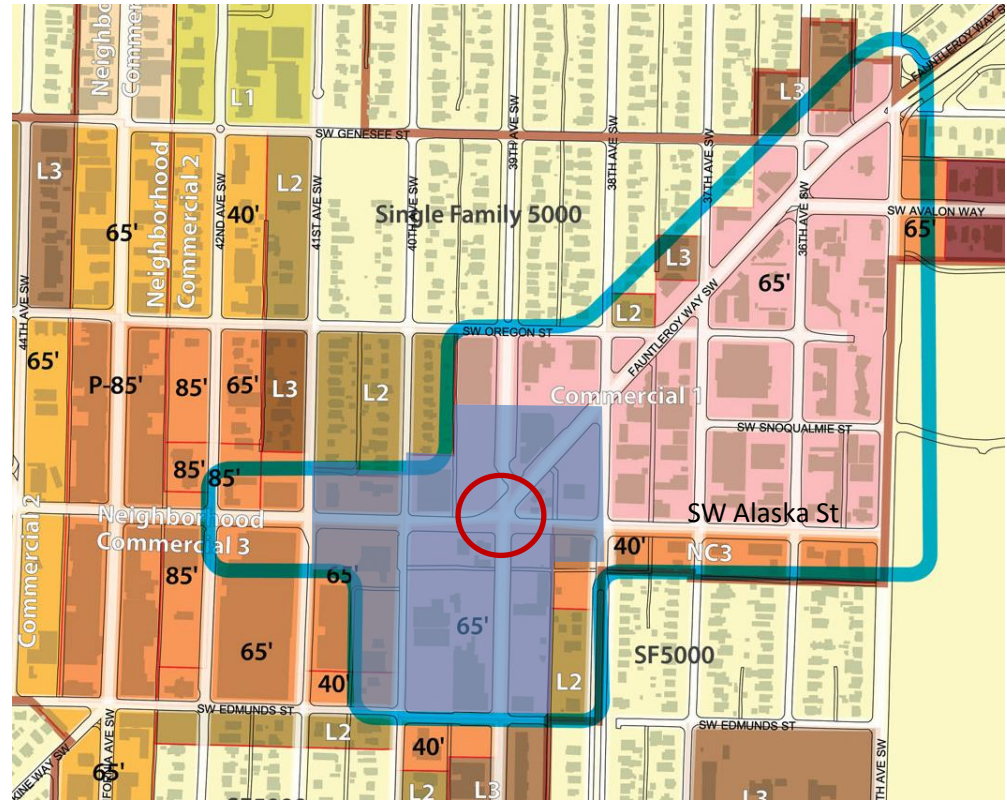
- Identified in neighborhood plan
- Continuous storefront between the Junction- and Triangle business districts
- Consistent with bus RapidRide pedestrian orientation



— Proposed P Designation
- - - Existing

3. Fauntleroy/ Alaska Blocks Areas of potential change

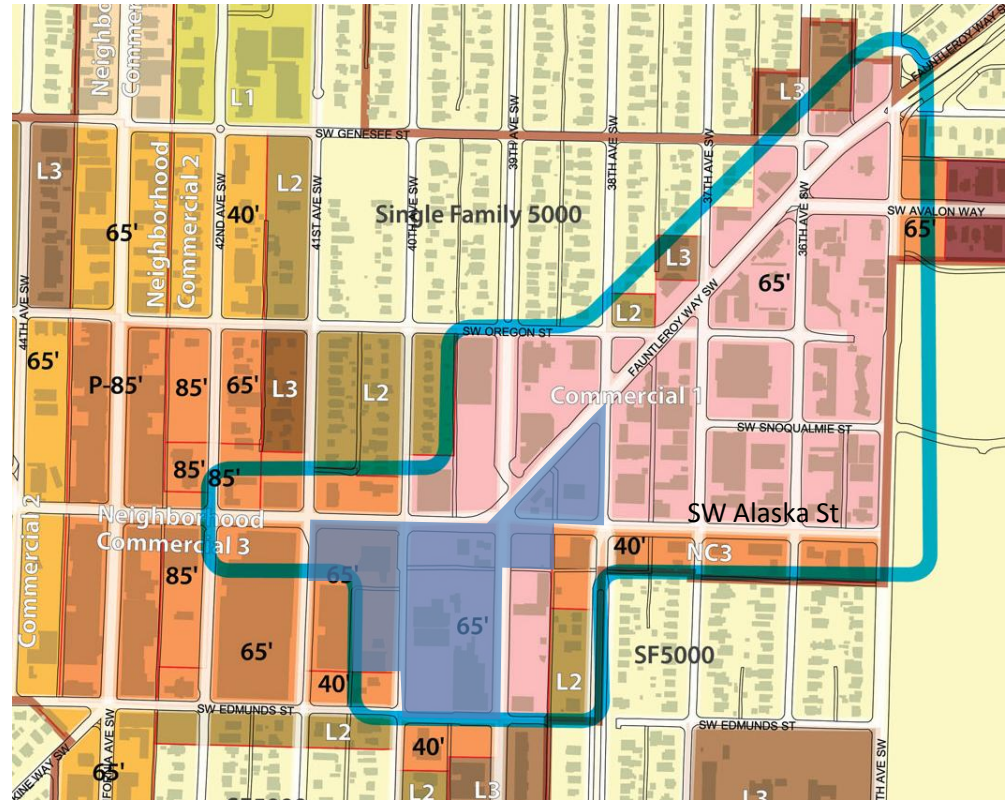
- Second phase of discussions with the community
- Less-developed lots; likely future development
- Important gateway location
- Opportunity to establish neighborhood character



Fauntleroy/ Alaska Blocks

Proposed NC3 85 (4.75) Zone

- More vertical form of development with ground-level open spaces
- Lower scale street frontage along SW Alaska Street
- Break-up the length of long blocks
- Integrate pedestrian circulation amenities
- Complement green elements and desire for open areas



Fauntleroy/ Alaska Blocks

Height & Density in the NC3 85 (4.75) Zone

- 85'
- Base FAR 4.75
- Maximum FAR 5.5 through incentive zoning
- New development standards identified in a new section of the Code



Nearby Mural is 85' tall



Fauntleroy/ Alaska Blocks

Development Standards: upper level setback

- Upper level setback along SW Alaska Street to create a lower-scale street frontage

Minimum setback at 45'
for structures > 65'



Example of an 85' tall structures
with an upper level setback at
65' in height

Fauntleroy/ Alaska Blocks

Development Standards: lot coverage

- Lot coverage limit of 80% on larger lots to encourage open space & implementation of the Green Factor at ground level

Applies to lots larger than 40,000 square feet in size



Nearby, the Link building features about 82% lot coverage

Fauntleroy/ Alaska Blocks

Development Standards: Maximum Width

- Maximum width of 275' in the north-south direction to break-up the potential bulk of buildings on very long blocks

30' separation between structures wider than 250'



Blocks in the Triangle Area are up to 600 feet in length

Thank you.